

PAVINGtheWAY

A PUBLICATION OF THE PLANTMIX ASPHALT INDUSTRY OF KENTUCKY AND THE KENTUCKY ASPHALT PAVEMENT ALLIANCE

Opinions Count . . .

Highways Need Attention Too

Media coverage about the Kentucky General Fund woes has been extensive. The new administration and the legislature face enormous challenges in dealing with this budgetary shortage.

On the other hand, the road fund problems have not been given enough attention. After all, an extensive, safe and well-maintained network of highways and bridges is absolutely essential for economic growth and development. A tremendous backlog of highway and bridge needs have accumulated due to the lack of funds for this critical program.

Speaking of needs, a recent report on highway conditions in Kentucky shows how serious the problem facing us is.

- Pavement conditions in Kentucky are getting worse, while on a national basis conditions are getting better.
- At the present funding level, it would take 27 years to clear the backlog of pavement needs on the state primary and secondary highway system and 31 years to clear the backlog of pavement needs on the rural secondary system.
- It would take 93 years to clear the backlog of structurally deficient bridges in Kentucky.
- Without increased funding, over 36 percent of Kentucky's Interstate highways and over 51 percent of the parkway system will be in poor condition by 2006.

Of course, delayed improvements accelerate deterioration and result in more expensive treatment later. With

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Decorative Paving

You may have seen the beautiful pavements in front of the new Kentucky Transportation Cabinet building in Frankfort, the decorative crosswalks and intersections in downtown Lexington, or the pavements of Thomas Enterprises at Hamburg Pavilion in Lexington. And what you may not know is that the design is asphalt.

Mays Decorative Paving is responsible for these decorative asphalt-paving projects. This division of H.G. Mays Corporation was created in December 2000. H.G. Mays is an asphalt paving contractor and hot mix asphalt producer with plants in Frankfort, Maysville, Flemingsburg and Shelbyville.

"Although the majority of our work is highway and road paving for the Kentucky Department of Transportation and local governments, we also have experience with StreetPrint™," said Albert Kinman of H.G. Mays. "By using this process, we are able to imprint depressions into the asphalt surface to create the appearance of hand-laid brick, stone or any design imaginable."

Hinkle Contracting, an asphalt paving contractor in Paris, Ky., has

been a licensed StreetPrint™ applicator since 1998. They have completed five residential and horse farm StreetPrint™ projects across Central Kentucky.

"Being a licensed applicator has enhanced our work," said Tom Ralston of Hinkle. "Our company focuses mostly on government work.

However, we have also created beautiful residential driveways and horse farm entrances because of our experience with the StreetPrint™ process."

The revolutionary StreetPrint Pavement Texturing™ process involves reheating the asphalt pavement by using infrared reheaters and then placing manufactured steel grids on the warm,

pliable asphalt pavement. The grids are pressed into place using plate compactors. Once the grids are

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Workers lay steel grids on reheated asphalt to create the brick imprint.



StreetBond™ adds the finishing touch to decorative paving.

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the backlog of needs that have already accumulated, can you imagine what any decrease in construction and rehabilitation expenditures would do to our road system?

From 1960-1990, Kentuckians found ways to fund highways at a reasonable (by no means extravagant) level through highway user fees and bonding. However, in the last 15 years we have seen virtually no permanent measures that would allow the road program to keep up with inflation costs or match the increase in the Consumer Price Index (CPI).

We need to be reminded just how important roads are to our lives. Roads have a major impact in our everyday lives, standard of living, job opportunities, educational opportunities, access to medical facilities, freedom of travel, safety and economic development. Companies will not choose to locate in states with poor roads and no plans of improvement.

Pavements in poor condition result in higher costs in terms of automobile repairs due to increased wear and tear. Importantly, poor road conditions create more safety problems for the motoring public. A well-funded road program would have a major economic impact.

Other states have faced the issue and are aggressively addressing the problem. In fact, 20 states took steps in 2003 to increase funding for their struggling transportation agencies through increases in highway user fees and/or bonding.

Another point—highway construction provides employment and good paying jobs. One hundred million dollars in highway work provides 4,000 jobs. The Kentucky Transportation Cabinet and our highway industry are trying hard to make the best with the resources that are available.

I have yet to meet a Kentuckian that does not want good, safe roads.

We urge our state leaders to attack the highway-funding problem.

The FY 2005-2006 Transportation Budget could provide the opportunity.

Just as important, it is time for the motorists of the Commonwealth to express their concerns and desires for modern, safe and well-maintained highways.

— *Dean Blake, executive director of PAIKY*

Web Site, Contractors Win 2003 NAPA Awards

PAIKY's Web site—www.paiky.org—was named one of seven finalists in the 2003 National Asphalt Pavement Association (NAPA) Web Site Awards. This award recognizes members who use their Web site to promote the use of Hot Mix Asphalt (HMA).

The following Kentucky asphalt contractors received the 2003 NAPA Quality in Construction Award, an award that recognizes quality HMA paving across the nation: **Scotty's Contracting & Stone, LLC** of Bowling Green, **Mountain Enterprises, Inc.** of Lexington, and **Central Kentucky Asphalt** of Lexington.

Visit www.paiky.org for more details on the 2003 NAPA award winners.

Did You Know? Asphalt Drum Plant Operation

Asphalt plants can be generally characterized as either the components and how these facilities work to produce

Baghouse (Secondary Collector)

The baghouse removes fine particulate matter from the dryer exhaust gases before they are released into the atmosphere.

Asphalt Cement Storage Tanks

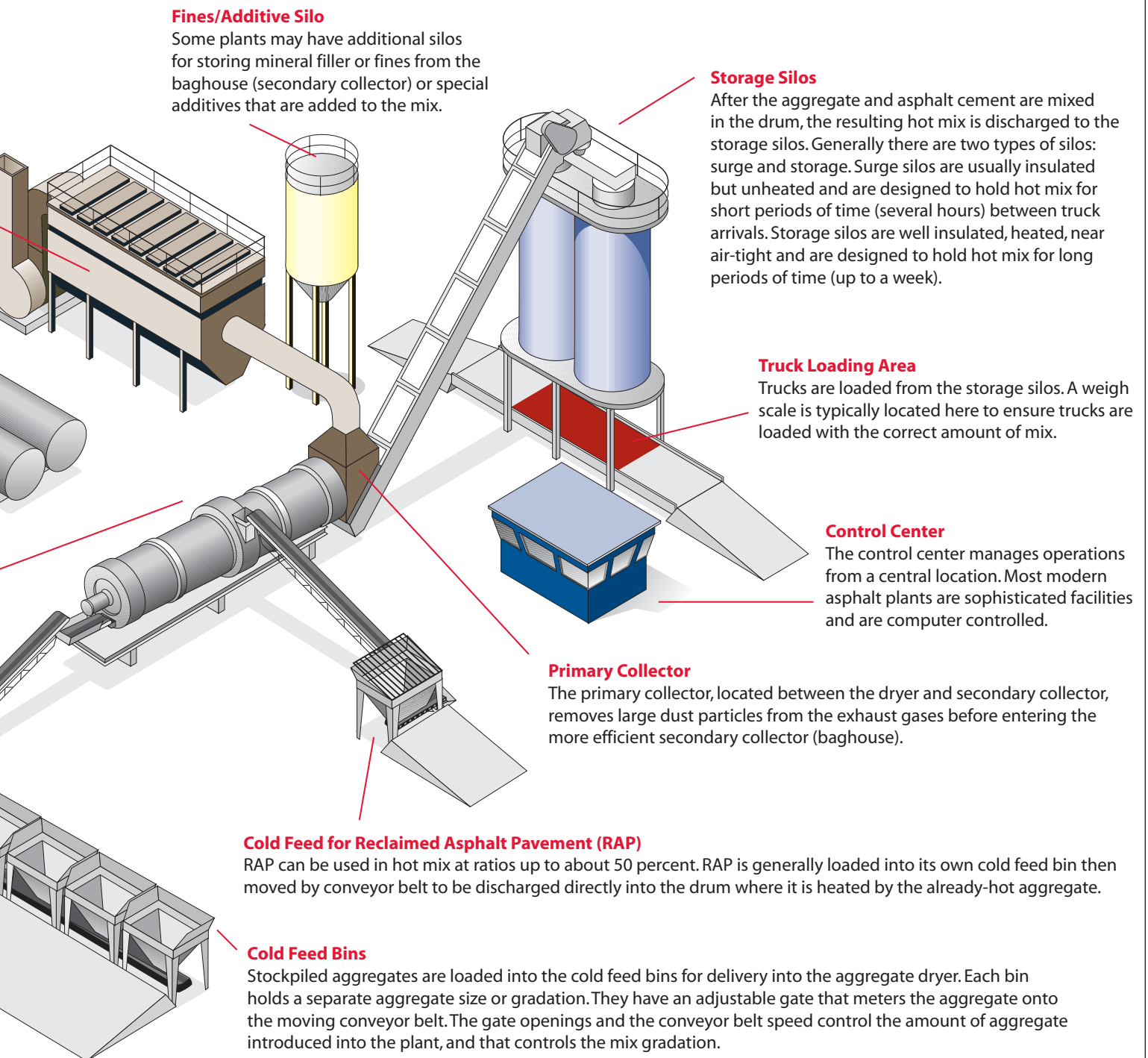
Asphalt cement is stored in tanks while awaiting delivery to the drum. Asphalt cement in the tanks is heated between 300°F and 350°F depending on the grade and type of asphalt. Asphalt is delivered from the tanks to the drum for mixing with the aggregate.

Drum

The rotating drum first heats the aggregate then mixes the hot aggregate with asphalt cement. There are two basic types of drum mixers: (1) parallel flow (where the aggregate enters the drum at the same end as the burner and travels parallel to the hot air steam) and (2) counterflow (where the aggregate enters the drum at the opposite end from the burner and travels counter to the hot air stream). Asphalt is added to, and mixed with, the hot aggregate in the drum at different locations depending upon the design of the drum mixer.

Source: National Asphalt Pavement Association (NAPA)

"batch" plants or "drum" plants. They produce hot mix asphalt in different ways. This edition will focus on "drum" plants. It includes a description of the quality hot mix asphalt.



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removed, you have the look of brick or stone. This process is repeated until the entire surface has been imprinted.

Once the asphalt is imprinted, the surface is coated using the StreetBond™ Coating System—a system designed specifically for asphalt surfaces by Integrated Paving Concepts, Inc. The coating, which can be made to match any color, works to provide durable, long-lasting color and texture.

“The imprinting can last as long as the asphalt pavement,” Kinman said. “It has been proven to hold up during extreme weather and traffic conditions.”

This superior performance makes maintenance costs of StreetPrint™ lower than any other decorative paving system. And it's durable enough for pedestrians and vehicles!

StreetPrint™ is just one way that asphalt is making our roads and walkways more aesthetically pleasing, durable and economical!

Visit streetprint.com for more information.

StreetPrint™ Project Profile

Applicator: Mays Decorative Paving, Frankfort, Ky.

Client: Kentucky Department of Transportation

Project size: 16,000 sq.ft.

Synopsis: In June 2003, H.G. Mays' crews paved the intersection in front of the new Transportation Cabinet Building in Frankfort by using bituminous base and surface containing PG 76-22 polymer modified asphalt. Imprinting was started at the end of September and finished in November 2003. The project was designed to be a radial brick pattern beginning at a center island with a 25' radius and ending at an adjacent concreted apron with a 91' radius. The job was constructed while maintaining traffic.

Photographs throughout article are of the installation of the project.

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